PUDUKKOTTAI STATE
NATIONAL WAR FRONT BUREAU

BULLETIN] SEPTEMBER 18, 1943 [No. 164

Members of the public are requested to make a free present of any suitable old Tamil books they can spare for the perusal, in their leisure time, of our soldiers outside India.

Books so given will be handed over to the Superintendent of the State Press, who will arrange to despatch them.

LECTURE CLXIV.

LEST WE FORGET.

THE BATTLE OF BRITAIN—SEPTEMBER 15.

"REMEMBER THE FEW WHO SAVED THE MANY."

(Air Commodore P. H. Markworth's Address.)

Three years ago to-day, on Sunday, Sept. 15, 1940 the *Luftwaffe* made its greatest effort to smash the defensive part of the R. A. F. Fighter Command and inflict the maximum destruction on London. In the worst phases of that day's action 20 squadrons of British fighters engaged about 250 German aircraft in the morning, and 21 British squadrons engaged a similar number in the afternoon. At the end of the day 185 German aircraft were confirmed as destroyed.

That day's work was one of many such in the 3 months of the battle. By the weight of the challenge, by the magnitude of the defeat inflicted on the enemy, this victory is especially memorable. But the battle of Britain as a whole we know to have been one of the great decisive battles of all human history, involving issues far beyond the immediate stress of its conflict.

What the battle of Britain achieved cannot be smirched, or broken or betrayed. The few saved the many. To-day, that victory which seemed so far off in 1940 has come a good deal nearer. To-day, the work of the Royal Air Force is, as then, a major factor in the struggle for survival, in the final overthrow and the crushing of the enemy. To-day, the enormous fleets of the Bomber Command achieve a grimly complete revenge for the pains and losses and wounds of the battle of Britain. And the war will go on.

WEEKLY WAR SUMMARY.

LEADING EVENTS.

9—9—43 (Thursday).	Allies land at several points in *ITALY*. Persia declares war on *GERMANY*.
10—9—43 (Friday).	Russians capture *BAKHMACH*, *BARVENKOVO* and *MARIUPOL*. Allies occupy the Italian Naval base of *TARANTO* in the heel of *ITALY*. American 5th Army lands in the *SALERNO* area. German troops occupy *ROME* and take over 'protection' of Vatican City. *ITALIAN* Fleet escapes to *MALTA*.
11—9—43 (Saturday).	Allies capture the port of *SALERNO*, South of Naples. More Italian Naval units arrive in *MALTA*.
12—9—43 (Sunday).	Armistice terms to *ITALY* announced. British 8th Army captures *CATANZARO* and *SAN EUFEMIA LAMAZIA* (Italy). Allies occupy Salamaua airfield in New Guinea.
13—9—43 (Monday).	Allies capture *CROTONE* and *ALTAMUR* in Italy. The remaining Italian fleet reaches *MALTA* and other Allied ports. Generalissimo Chiang-Kai-Shek is elected President of China.
14—9—43 (Tuesday).	Allies occupy *SALAMAUA* in New Guinea. British 8th Army capture *COSENZA* and *BARI* in Italy.
15—9—43 (Wednesday).	Russians occupy *NEZHIN*. Allies occupy *BELVEDERE* in Italy.

Italy.—The Armistice was signed on Sep. 3 and published on Sep. 8. The Italian Government surrendered unconditionally on the same day, promising also 'to resist attack from any other quarter'.

On Sep. 9, Hitler held a War Council, and decided to reinforce the Po line and fight in ITALY. He has set up a Quisling Fascist Government at CREMONE in N. ITALY in the name of Mussolini. He is reported to have seized ROME, GENOA, MILAN, TURIN, BOLOGNA, VERONA and TRIESTE.

Croat troops supported by German troops have occupied DALMATIA. ALBANIA and MONTENEGRO have proclaimed their independence. Italians at SAMOS have transferred heir a dministration to the Greeks.

Italian soldiers called upon to surrender and disarm by Hitler's orders are resisting everywhere. ITALY is in a state bordering on civil war.

The Italian Navy has escaped and joined the Allies. A large number of ships have arrived at MALTA.

Allied Forces landed at 3 points—in the REGGIA, TARANTO and NAPLES areas and have linked up at SALERNO.

The 8th Army which landed at the 'toe' (REGGIA) captured PIZZO, CATANZARO, SAN EUFEMIA, COHONE and COSENZA on the way to SALERNO.

British Forces landed at TARANTO captured BRINDISI and BARI.

The American 5th Army which landed at SALERNO near NAPLES had a fierce struggle with F-M-Kesselring's forces, especially in the Sele River sector; but now, as stated above, has been joined by the 8th Army. Before this it had won the battle of the bridgehead at SALERNO.

Russia.—The Red Army is marching from Victory to Victory. On a 600-mile front the Germans have been pushed back about 50 to 100 miles, from the road to SMOLENSK to the road to ODESSA. Following up its victories at OREL, BYELGOROD and KHARKOV the Red Army has captured more than 55 major towns, including STALINO, the great steel and coal centre. Other successes have followed during the week. KONOTOP was captured on Sep. 6; BAKHMACH, west of STALINO, an important Railway Junction on the way to KIEV fell on Sep. 10; followed by the fall of BARVENKOVO, MARIUPOL, VOLNOVAKHA, and PETROVSKAYA. The great German base of BRYANSK was evacuated on Sep. 13. The Russians have also captured NOVOROSSISK.

S. W. Pacific.—SALAMAUA airfield and SALAMAUA town fell successively on Sep. 12 and 13. LAE was taken on Sep. 17.

On Sep 13, PARAMUSHIR, the northernmost Island in the Kurile group north of the Japanese mainland, was raided from the air. Enemy shipping and ground installations were successfully attacked.

China.—The Japanese have sent their troops to territories near Portuguese MACAO, threatening to occupy it. PORTUGAL has reminded JAPAN of her neutrality.

Burma.—The following Allied air-raids are reported:—

Sep. 6.—Shipping in RANGOON;

Sep. 7.—YWATAUNG Junction in Central BURMA;

Sep. 9.—GOKTEIK viaduct between MANDALAY and LASHIO;

Sep. 10.—Oil Jetty at SETYOGYA creek, AKYAB, oil tank at CHAUK; river craft at YENANGYANG;

Sep. 11.—Rail-road yard, docks and shipping installations at SAGAING;

Sep. 12.—Rail-road communications between PYINMANA and MYINGYAN, and Japanese troops at SINOH and sampans on the Kaladan.

ALLIED AIR RAIDS.

6—9—43 (Monday).

EUROPE (German occupied).

DAY:—

The harbour at BULOGNE (France).

Marshalling yards at SERQUEX, ABBEVILLE, AMIENS and ROVEN (France).

Offensive sweeps over Northern FRANCE.

Airfields at ORLEANS and CONCHES. (20 enemy planes shot down; 37 Allied planes missing).

NIGHT:—

No information.

ITALY and the MEDITERRANEAN.

Axis airfields and communications in the NAPLES area (Italy).

The communication centre of ALTAMURA (Italy).

Railway yards at BATTIPAGLIA (Italy).

RUSSIA.

(115 Axis aircraft shot down).

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Jap positions at HEATH's plantation and MARKHAM valley (N. Guinea).
Jap gun positions in and around SALAMAUA (N. Guinea).
Rail yards at LAOKAY (French Indo-China).

BURMA.

Shipping at RANGOON.
Locomotives and engine shed at PYINMANA.
Supply sampans on the IRRAWADDY and MAYU Rivers.
Jap troops in RATHEDAUNG and BUTHEDAUNG.
Supply dump near KWANZON.
Barracks at MAYMYO.

7—9—43 (Tuesday).

EUROPE (German occupied).

DAY and NIGHT:—
No information.

ITALY and the MEDITERRANEAN.

The airfields near NAPLES.
The railway yards at BENEVENTO, METAPONTO and POTENZO (Italy).

RUSSIA.

(118 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Jap position near JACOBSEN's plantation and MALAHANG Plantation.
DILO and **ATAMBOENA** (Timor).
SERARU (Tanimbar), CAPE ST. GEORGE (N. Orleans).
KOLOMBANGARA and **BOUGAINVILLE** (Solomons).

BURMA.

Railway junction at YWATAUNG.
Barracks at SHWEBO.
Supply sampans along the IRRAWADDY and KALADAN Rivers.

8—9—43 (Wednesday).

EUROPE (German occupied).

EVENING:—
Targets in BOULOGNE area.

ITALY and the MEDITERRANEAN.

German H. Q. at FRASCATI.
Roads and bridges at TREBISACCE, LAURIA and SAPRI.
Airfields in the NAPLES area.

RUSSIA.

(30 German planes shot down).
Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Jap positions at LAE and SALAMAUA (N. Guinea).

BURMA.

Jap troops at MAUNGDAW.
Sampans along the lower CHINDWIN.

9—9—43. (Thursday).

EUROPE (German occupied).

Day:—
The aircraft factory near PARIS.
Objectives in the BOULOGNE and ST. OMER areas (France).
Airfields at BEAUVAIS, LILLE, BE AUMONT-SWR-OISE, LILLE NORD, LILLEVENDE VILLE, VITRYEN-ARTOIS and ABBEVILLE DRUCAT.
Runaways at MONCHYBRETON, BRAYSSUD and MERVILLE (France) and at COSYDE (Belgium).
(16 enemy fighters shot down, 2 Allied planes missing).

ITALY and the MEDITERRANEAN.

(11 enemy planes shot down and 7 Allied planes missing).
Landing grounds at SAN NICOLA and TORTOTELLA.
Bridges and roads at CAPUA and CENCELLO.
Bridges and communications at POTENZA.
Airfield at SCANZANO.
Beaches in the NAPLES area.
Sweeps over SARDINIA.
Railway yards at GROSETTO.

RUSSIA.

(24 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

BURMA.

Jap troops in the BUTHIDAUNG area.
Sampans along the lower CHINDWIN.

10—9—43 (Friday).

EUROPE (German occupied).

DAY and NIGHT:—No information.

ITALY and the MEDITERRANEAN.

Railways, bridges and airfields round the NAPLES area.
Motor vehicles on the road north of LAGONEGRO.
Road junction at FORMIA.
Landing ground at FOGGIA (27 enemy planes shot down).

RUSSIA.

(49 Axis planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Jap position at LAE and SALAMAUA (N. Guinea).
MERAUKE (N. Guinea).
The Naval base at AMBOINA (D. E. Indies).
GAROVE Island (N. Britain).

BURMA.

Oil jetty near AKYAB.
Motor boats off AKYAB.
Sampans near RAMREE Island.
An oil tank at CHAUK.
River-craft at YENANGYAUNG.
The GOKTEIK Viaduct.

11—9—43 (Saturday).

EUROPE (German occupied).

DAY:—
The airfield at BEAUMONT-LE-ROGER.
Targets in North FRANCE.

ITALY and the MEDITERRANEAN.

The railway yards at BENEVENTO.
Road junctions in the NAPLES area.
Sorties over the SALERNO area.
Roads and bridges behind the SALERNO area.
Airfield at FROSINONE (16 enemy planes shot down; 7 Allied planes missing).

RUSSIA.

(28 Axis planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Jap positions in and around LAE and SALAMAUA.

BURMA.

The rail road yards at SAGAING and NGAPAYIN.
The ferry terminus across the IRRAWADDY from MANDALAY.
PYINMANA.

12—9—43. (Sunday).

EUROPE (German occupied).

DAY and NIGHT:—No information.

ITALY and the MEDITERRANEAN.

Enemy road communications and transport near NAPLES.
The airfields at MARITZA and CALATO (Rhodes).
An enemy vessel off the coast of CRETE.
Roads and bridges behind the German army in the SALERNO area (Italy).

RUSSIA.

(18 Axis planes shot down).
Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

The airfield at SALAMAUA (N. Guinea).
Installation on LONG Island and HANSA BAY.
Jap position at LAE (N. Guinea).
Kahili air-field on BOUGAINVILLE (Solomons), and **VILA** (Kolombangara).

BURMA.

Railways south of PROME.
An oil tank near PADIGON.
Targets on RAMREE Island.
Sampans on the MAYU and KALADAN Rivers.
Rail communications between PINMANA and MYINGYAN.

AKYAB.

Jap troop positions at MAUNGDAW.

ENEMY AIR RAIDS.

7—9—43 (Tuesday).

BRITAIN.

No enemy air activity.

RUSSIA.

Air combats over STALINO area.

FAR EAST.

No information.

8—9—43 (Wednesday).

BRITAIN.

Scattered points in EAST ANGLIA and S. E. ENGLAND (3 German planes shot down).

RUSSIA.

Air combats over the STALINO area.

FAR EAST.

Air combats over the HUON GULF (7 Jap planes shot down; 2 Allied planes missing).

9—9—43 (Thursday).

BRITAIN.

No enemy air activity.

RUSSIA and FAR EAST.

No information.

10—9—43 (Friday).

BRITAIN.

No enemy air activity.

RUSSIA.

Air combats over the MARIUPOL area.

FAR EAST.

No information.

11—9—43 (Saturday).

BRITAIN.

No enemy air activity.

RUSSIA.

Air combats over the KIEV area.

FAR EAST.

No information.

12—9—43 (Sunday).

BRITAIN.

No enemy air activity.

RUSSIA.

Air combats over KIEV area.

FAR EAST.

No information.

13—9—43 (Monday).

BRITAIN.

No enemy air activity.

RUSSIA.

No information.

FAR EAST.

No Jap air activity.

SIDE LIGHTS.

THE CURSE WORKS. Eighty-three years ago when GREAT BRITAIN helped the Italians and their leader, Garibaldi to throw off the Austrian yoke, Garibaldi, knowing the nature of his countrymen, laid a curse on those Italians who might forget their debt and betray BRITAIN—That curse is working now. ITALY is in the throes of a Civil War, threatned by another yoke, more deadly than the Austrian, from which BRITAIN once again and in more difficult circumstances is—how history has a way of repeating itself!—liberating her, by an invasion, amphibious, as of old.

Yet another curse is working too—equally deadly—the curse of prostrate FRANCE with whom ITALY who had no quarrel whatsoever, stabbed in the back on that fatal day of June 11, 1940, when the bloated Mussolini, mounting the balcony of his Roman Palace, declared war on the Allies, throwing international decency and ethics to the winds.

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THE SURRENDER. These crimes have now come home to roost. No longer able to fight, no longer able to bleed for the greater glory of her Dictator-megalomaniac, having lost a million soldiers, a large part of her navy and air-force and 2½ millions of her shipping, with her industries bombed and her labourers enslaved, with her 'empire', 10 times her own size gone, what could ITALY do but surrender unconditionally to the overwhelming strength of the Allied Powers, ITALY's

surrender in the circumstances was an act of the truest patriotism, an acknowledgment of justice done. But the avenging Fates have not yet been appeased.

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NAZI ATTEMPTS. The curse is still working. The Italians are now out of the war—and gladly—but ITALY is still in it. In the grip of the Nazi it has become a battle-ground. The whereabouts of Emmanuel and Badoglio are not known. Meanwhile Mussolini, whom we thought we had done with, has been spirited back after 6 weeks of deserved incarceration from his island prison near SARDINIA, and his name is being used to set up a Quisling Government under the name of the defunct 'Fascist National' party—with Farinacci at its head—Farinacci—ex-station master, co-gangster with Carlo Scorza, and owner, it is said, of a war-fortune running to 6 figures. After his recent flight to BERLIN, the Italian Police discovered in his villa at GAETA 2,000 bottles of champagne—a revealing side light when one remembers that on behalf of his Government he had been making a violent and very vociferous propaganda for the execution of hoarders.

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THE SEIZURES. But this is by the way. The Germans have occupied various cities in N. ITALY, including MILAN, PAVIA, VERONA, CREMONA and TRIESTE. They are trying to seize all vantage points on the Adriatic and North Italian Mediterranean coasts and hold a line along the Po. For this F.M. Rommel—now C-in-C-in N. ITALY, has forced Italian units to capitulate, and occupied the Ligurian coast with its ports of GENOA, and at SPEZIA, and the valley of the Adige. According to German reports, Italian garrisons in the Brenner Pass, SPALATO in DALMATIA, TIRANA, ATHENS, ALBANIA and RHODES have been overpowered.

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ROME. In the south ROME has capitulated to F. M. Kesselring. Though the city has not been occupied, the city's troops have been disarmed. The Vatican has been promised 'protection.'

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ITALIAN RESISTANCE, though weak, has been general. According to GERMANY's own admission TURIN fell only after she had become a second BELGRADE. German and Italian troops are reported to be fighting in the streets of TORTONA, VOGHERA, PAVIA and CERTOSA—all in N. ITALY. Bitter fighting is reported around the Yugoslav port of KOTOV on the Adriatic. 40,000 hostages have been threatened with death should any trouble arise in SERBIA. Meanwhile, ALBANIA and MONTENEGRO have proclaimed their independence, and SAMOS has transferred its administration to the Greeks. Italian aircraft have left CYPRUS seeking refuge with the Allies.

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REACTIONS. FRANCE is jubilant. In the French province of Upper SAVOY citizens paraded the streets and church bells pealed, announcing the glad tidings of the Italian collapse. The German National Committee has asked Hitler to resign. S. S. men are patrolling the streets of BERLIN where tension is acute. Skirmishes have taken place in front of the Nazi headquarters in MUNICH. There is widespread unrest among the Italian workers in the Reich.

THE ALLIED CALL. Genl. Sir Henry Maitland Wilson, C.-in-C., MIDDLE EAST has called upon all the Italian armed forces in the BALKANS, YUGOSLAVIA and the Aegean to cease hostilities and resist the Germans. Sir Andrew Cunningham has called on the Italian sailors to bring their ships safe to Allied or neutral ports.

Meanwhile Churchill and Roosevelt have issued a joint appeal to the Italians:—

"You have already freed your country from Fascist servitude. There remains the even more important task of clearing the Italian soil of the German invaders.

'Hitler, through his accomplice Mussolini, has brought Italy to the verge of ruin. He has driven the Italians into disastrous campaigns in the sands of Egypt and the snows of Russia. The Germans have always deserted the Italian troops on the battlefield, sacrificing them contemptuously in order to cover their own retreats. Now, Hitler is threatening to subject you to all the cruelties he is perpetrating in so many other lands.

'Now is the time for every Italian to strike his blow. The liberating forces of the Western World are coming to your rescue....The German terror in Italy will not last long. Take every chance to strike hard, and strike home...March forward with your American and British friends in the great world movement towards freedom, justice and peace.'

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ALLIED ACTION. Suiting action to the word, the Allies are now pressing hard in the NAPLES—SALERNO area against stiff German resistance. In the south British forces have occupied TARANTO, BRINDISI, and BARI and joined hands with their comrades in the NAPLES area to close the way to the Germans retreating from the toe. The 8th Army has linked up with the forces at SALERNO.

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ITALIAN GOOD FAITH. It must be said to the credit of the Italians that the Italian Navy, has in loyalty to the Allies escaped down the Tyrrhenean Sea, and found refuge in MALTA, PALMA, capital of MAJORCA, MAHON, capital of CORSICA, and BONE (TUNISIA), bombed repeatedly but in vain by the *Luftwaffe*; British battleships covering the flight, at places, especially in the Gulf of TARANTO. According to a despatch from MALTA dated Sep. 13, 27 warships have reached MALTA, and most of the Italian Navy has escaped save a battleship torpedoed by the Germans.

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THE SURRENDER OF THE ITALIAN FLEET. The naval war of the Mediterranean has thus come to an end, after 3 years. The Mediterranean has been cleared. Though under the Armistice terms ITALY is not yet at war against GERMANY or JAPAN, the surrender of the Italian Fleet has set the Allied fleets in the Mediterranean free for other duties, especially for the urgent tasks awaiting in the Pacific. ITALY's merchant ships manned by her own crews may bring food and supplies for use in ITALY itself. Though the Italian Navy never distinguished itself it was still a fleet in being, compelling the British Navy to keep a naval force in the Mediterranean. This will now be released to add to the strength of the Allied Fleet against JAPAN.

THE MEDITERRANEAN, too, far from being a dangerous area for navigation now becomes the safest, because in its confined waters U-boats will have greater difficulty in operating than in the more open spaces of the Atlantic. Once they get among the islands they will be easily spotted from the air. Japanese vessels venturing into the Indian Ocean are menaced from the northern or Mediterranean flank.

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ON THE ROAD TO BERLIN. While Japanese Ministers confer with their Emperor on the new terror that is thus coming by sea, Hitler is said to have conferred on September 9 with his minions, and decided on holding the line of the Po 'to the last man'. And to his peril he must. The Italian surrender, followed by the Allied occupation of the airfields and ports in Central and Southern ITALY, has brought the Allies 500 miles nearer the heart of GERMANY, and opened the Adriatic. From them BULGARIA, RUMANIA, AUSTRIA, PLOESTI, WARSAW and BERLIN can be bombed. German factories newly removed to the South of Occupied EUROPE are no longer safe. From LOMBARDY, COPENHAGEN and BREST can be bombed.

The Italian surrender has also depleted the German ranks by 65 divisions. New German forces are required to hold down the disarmed Italians to guard the territories that the Italians once guarded, and to fight on the new front now opened in ITALY while all the time the Russians are waging a most successful war on the Eastern front compelling the Germans to fall back.

The result is perceptible in the BALKANS, where 400,000 Italians were on guard, and elsewhere. Filov, Premier of BULGARIA and a rank Nazi has resigned, following on the German demand for an unconditional surrender of the BULGARIAN army, and has been succeeded by a Ministry not so Nazi. Hitler is thrown more and more on his own resources and in desperation old men of 60 are called up.

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THE STORY OF THE ARMISTICE, is soon told. In the week following Mussolini's dismissal, Italian diplomats acting under the authority of the Italian Government, approached British representatives in 2 neutral countries. In the middle of August, Marshal Badoglio's emissary informed the British Government that he would join the Allies as soon as they landed in ITALY; LISBON was the chief scene of the secret talks. The Allies insisting on unconditional surrender, Badoglio agreed to the terms as the only way to peace and honour, and signed the Armstice on Sep. 3 and published it on Sep. 8, half an hour before the NAPLES landing.

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HITLER'S BROADCAST. Hitler has given vent to his spleen on Badoglio as the cause of his new misfortune. He calls Badoglio a traitor and his surrender a betrayal—accusations which come strangely from a man who fell treacherously on all the countries around him, including RUSSIA to whom he professed friendship. In contrast to Badoglio, whose surrender was to save ITALY and therefore patriotic, he praises Mussolini, ITALY's traitor, as 'the greatest son of the Italian land since the downfall of the ancient ROMAN Empire.' He is welcome to his opinions, but

we know Mussolini from the company he has kept and his conduct, which has been regardless of international honesty. Hitler's main grievance is he was not informed by Badoglio of the captiluation in advance, as though ITALY's duty were to help her enemies.

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A CONFESSION OF FAILURE. But apart from these assessments of personal worth, Hitler's speech is significant for the clear indications it has of the crisis that is coming upon him and his country. For the first time he admits 'the terror' of the Allied air-raids, and confesses that 'his homeland has become a Fighting Front'. While he is frantically occupying places in ITALY, he has the hardihood to state that 'the defection of ITALY means little from the military point of view'. While he is evacuating bastion after bastion in RUSSIA, he calls it a 'tactical necessity' compelling him 'to yield something occasionally or evacuate special theatres,' as though these routs would not ultimately break 'the steel ring round Germany'! More curious still is his assertion that there are 'no traitors in Germany', while his appointment of Himmler, the chief of his Secret Police, as Minister of the Interior is a clear proof that all is not well inside his State.

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AMUSING AND REDICULOUS. Axis propaganda nowadays is rather ridiculous and amusing. According to it, the Germans are now continually surrounding Russian forces and, of course, annihilating them as well. Now and then some small area is evacuated but that is nothing. The same successes now attend the Germans in RUSSIA as Rommel's westward drive achieved in N. AFRICA. It is all the 'invincibility' of 'elastic warfare'. Lord Haw Haw, in his own inimitable way adds; 'It is manifest that the German striking power is not being diverted from the East. If the purpose of the attack on SICILY was to embarrass GERMANY in the East, it can only be said that no such object has been achieved."

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" ELASTIC STRATEGY " is the new formula devised by the propagandists to explain away the continuous successes of the Russian Summer Offensive, and it is revealing when interpreted in the light thrown on the situation by Gen. Dietmar the German Military commentator. Says he :—

> 'We must always keep in mind that at the moment there are other things at stake on the Eastern Front than the possession of one point or another—Let me repeat what in reality is at stake—*it is the intervention of a Soviet break-through.'*

Interpreted thus, Goebbels' myth that the German Army is still advancing—albeit westward—is understandable. TAGANROG and BRYANSK may go but the German Army has escaped. Describing the retreat from TAGANROG Goebbels states, 'The German troops broke through the Soviet lines and fought their way towards the West'; which means that the Germans managed to escape.

The 'elastic strategy', we are told, is enabling the Germans to husband their armed resources by conceding useless territory. But the truth is that the Russians by creating new salients create new wedges, which have the effect of lengthening the German line.

'Only the absolute minimum forces are left to us to use in the defensive battle in the east', blurts out Gen. Dietmar. 'Fight to the last' is Hitler's slogan for his Wehrmacht in RUSSIA in the fifth year of war.

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THE U-BOAT WARFARE. August has proved another successful month for the U-boat warfare. There have been fewer U-boats at sea than in recent months and fewer shipping losses. More U-boats have been killed than merchant shipping sunk. In the Bay of Biscay alone, the haunt of the U-boats, seven of them were sunk in a few days, 'the biggest single victory', as it has been called, against the U-boats.

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FAR-EASTERN NEWS. SALAMAUA fell on September 14, and LAE on September 17. Thus the operations, which began on July 1 with landings at Nassau Bay in NEW GUINEA, have reached a decisive phase.

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JAPANESE PEACE-FEELERS. No wonder, that with the growing Allied Strength in the Pacific, added to the Italian surrender and the Russian victories, JAPAN is anxious to make peace with CHINA if she can, and has made persistent overtures, offering to leave CHINA, if CHINA will join her against the Western Powers. CHINA has given her reply in a manifesto of September 15 issued by the Central Committee of the Kuomintang, which is in effect a call to the Chinese to arm for victory in sight. It says:

'Nazi Germany stands isolated and will not be able to hold out much longer.

'Japan is also showing signs of exhaustion. Once the Allied offensive is launched she will soon face defeat, no matter how desperately she may struggle.

'Though the Allied Victory is assured, we have yet to redouble our war effort and grasp this opportunity to achieve our ultimate triumph'.

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THE OFFENSIVE FROM INDIA. The campaigning season for the attack on Japanese territory is just about to begin, and preparations are well advanced for operations. In a 'Battle of BRITAIN' Commemoration parade Marshal Sir Richard Peirse, Air Officer Commanding-in-Chief has said:

'We have covered the face of India with aerodromes and great training establishments and an enormous organisation for maintenance, repair and salvage. We have built up air routes, north, south, east and west and supplied them with their communications and meteorological services, and all those things essential to the movement of aircraft about a great continent. To-day we stand in battle-array, not only ready to meet the enemy but waiting always to go out and find him. The yellow barbarous enemy has to be exterminated'.

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MISCELLANEOUS. 1. Chiang-Kai-Sheik has been appointed President and C-in-C of CHINA.

2. PERSIA has declared war on GERMANY.

THE BRENNER PASS: GERMANY'S SHORTEST LINE WITH ITALY.

UNPLEASANT ASSOCIATIONS WITH THE PAST.

Ever since Italy came into the war, the Brenner Pass has been her life-line, writes Ward Price in the *Daily Mail*, commenting on the recent Allied bombing of the Pass.

It is her most direct means of communication with Germany, and down that defile came nearly all the coal and oil with which her ally supplied her. Day and night, trains poured through this pass, sometimes at 10 minute intervals.

What singled out this route for the bombing attack is the fact that for the most its 75 mile length of railway runs through the open, whereas the other lines into Italy pass through Alpine tunnels. The Brenner has a gradual gradient, which at its highest point does not reach 5,000 feet.

I have passed along it several times on foot, by motorcar and train. There are many places where the railway is flanked by a sheer wall of rock thousands of feet high. A few bombs on those precipices would bring down avalanches of stone on to the metals.

The line is electrified, and it may well be that the raid made by Flying Fortresses has smashed some stations that supply the current. The Railway bridge over the Eisach is reported to have been broken. Farther south at Trento and on the river Adige the track has also been blocked.

The Brenner has long had unpleasant associations for Italy. There was a time when Mussolini used to boast of the Italian " watch on the Brenner " as a guarantee of Austria's independence. He rushed four divisions up there in July, 1934, immediately after the assassination of Chancellor Dollfuss, to deter the Nazis from trying to annex Austria.

Brenner, too, was the scene of the meeting between the Duce and the Fuehrer in March, 1940, at which Hitler may well have informed his fellow dictator of the German plans for a smashing attack on France.

It was there, perhaps, that Mussolini first formed the fatal resolution to take an opportunity of stabbing France in the back, which lured him into the war and ultimately brought about his ruin. The two dictators met there again a number of times, and on each occasion the Nazi grip on Italy was steadily tightened.

THE ITALIAN FLEET.

The Italian fleet, though its losses since Italy's entry into the war amount at least to 10 cruisers, 48 torpedo-boats and destroyers, and 35 smaller men-of-war apart from submarines, in which class losses have also been heavy, is still a powerful and substantial factor.

Two of the six battleships in service in June, 1940 the *Littorio* and the *Cavour*, were beached after damage inflicted on them by the Fleet Air Arm in its attack at Taranto in November, 1940. The *Littorio*, one of the most powerful battleships afloat, was evidently back in service, for she was later encountered at sea. It seems probable that repairs to the *Cavour*, an old ship reconstructed just before the war, have also been completed. The

enemy recently announced that two newer sister ships of the *Littorio-Roma* and *Impero*-were in service. This is not impossible, though it seems unlikely that more than one of them can yet have been completed.

At most nine cruisers remain out of the original 19, of which perhaps two may be of the 10,000 ton, eight-inch-gun type. Not all the 48 destroyers and torpedo-boats sunk can be deducted from the 104 modern craft of those classes with which Italy entered the war. Some of them, veterans of the last war, may still have been in service for subsidiary naval duties, and some may have been added to the fleet in the past three years.

In the worldwide speculation about what would happen to the Italian warships the great importance of the Italian mercantile marine was largely overlooked.

When the war began, Italy had nearly 3,500,000 tons of merchant shipping. Allied sea and air power has whittled down that tonnage until, to-day, it is doubtful whether Italy has more than 1,000,000 tons of shipping left. Included in this estimate is 835,000 tons of Vichy shipping, acquired by Italy when Hitler marched into the South of France. At the time this Vichy shipping was a great windfall for the Axis. The increased sinkings by the United Nations soon overtook and exceeded that windfall.

A SURPRISE FOR MILAN.

The people of Milan have just received a big "surprise".

Some years ago, says the Swiss Radio, quoting an official Rome Radio report, an obelisk was erected on the Mussolini Bridge in honour of the Duce.

A solemn announcement was made that its covering was of pure gold, made from gifts of devoted Italian women, who had parted with their jewellery and even their wedding rings.

Sixty four pounds of gold, it was said, had been used.

Now by the order of the Municipal Council the obelisk was removed.

And "the surprise"! Craftsmen who removed "the gold" covering have discovered that it really consisted of a cheap brass alloy.

The gold given by "the patriotic women" of Milan was not on the obelisk but in the pockets of the Fascist Secretary and the Fascist Prefect.

THE ENEMY'S TEN DISADVANTAGES.

German disadvantages for the fifth year of war can be stated under these heads:—

1. Manpower has been cut by two-fifths and equipment by one half.
2. Production has dropped by 40 per cent.
3. The *Luftwaffe* is crippled beyond regaining air control.
4. Germany has to carry the burden of demilitarised Italy.
5. Field defeats have reduced army morale, and bombing is breaking up the civilian fibre.
6. Internal communications are badly interrupted; holding down enslaved nations has become difficult.

7. Rumania, Hungary and Finland are half out of the war, and Bulgaria is no longer reliable.
8. Strategic initiative has been lost.
9. Sea war has failed.
10. Japan is isolated and fighting for herself alone.

CAPTURE OF TAGANROG.

END OF HITLER'S AMBITION.

Lieutenant General Sir Douglas Brownrigg.

Among Russia's latest successes is the capture of Taganrog—a position tenaciously held by the Germans ever since they first captured it. Its all to the Russians seemed imminent earlier in the year; but at the crucial moment the Germans whipped-up the necessary reserves for their counter-attack which regained for them the great city of Kharkov. This relieved the pressure on the Southern Ukraine, and Taganrog remained in German occupation.

The German summer assault against the Kursk salient failed after a bare week's fighting; since then, the Russian armies have advanced westwards, first on one part of the long front then on another. Now a stage has been reached when, instead of giving one punch at a time, the Red Army is giving synchronised blows at widely separated places.

The recapture of Taganrog has been celebrated in Moscow by firing of guns and the pealing of bells. Why have the Russians selected the fall of Taganrog for the special demonstration of joy, when the recapture of larger cities had been passed by unsung? May it not be because the fall of Taganrog marks the end of the German ambition, and is not an ordinary territorial reconquest.

Any advance along the south coast may prove to be the start of a thrust which will ultimately jeopardise Germany's hold on the Rumanian oilfields, and for that reason alone it is bound to be vigorously resisted. I expect to see the Germans scrape up reserves from other sectors, so as to prevent the Russian progress west of the Dnieper before climatic conditions come to Hitler's aid. It may be that the Germans will be able to save the southern front from complete disruption until the spring. In that case may not the Moscow salvoes have been premature? I do not think so; because, no matter what may happen further west, the relinquishment of Taganrog indicates Hitler's renunciation of his march to the east. It is yet another indication of the change to a defensive war—a war foredoomed to failure so long as the United Nations remain united in arms, at one in their determination, to fight together until the Nazis have been utterly destroyed.

It does not do to be over-optimistic; there is no reason to suppose at this stage that the withdrawal from Taganrog will be followed by a retreat from the Kuban. Melitopol is 150 miles west of Taganrog, and until that place has been closely threatened, the German Kuban army can be kept supplied through the Crimea across the Straits of Kerch. The moment the railway from the Crimea to the mainland is cut (as it would be if the Russians reached Melitopol or Zaporozhe), troops in the Kuban are

doomed. It may well be that, having abandoned all idea of another eastward thrust, the German General Staff may decide to get their troops out of the Kuban whilst the going is good; but if they do so they will release for other fronts a large Russian force. So long as the Kuban is held, the German force holding it is acting as a true military detachment—inasmuch as it is immobilising a Russian force bigger than itself. Like so many operations of the war, it is all a matter of wise timing.

A factor of great uncertainty is weather in the Southern Ukraine and the Kuban. Last year the winter was short and thaw early; this handicapped the Russians who had behind them less good rail communications than the Germans. Their sledge transport ceased to be of value when the ground got soft. Once again we should remember that as the Russians advance, they will find communications destroyed, both road and rail, whereas the Germans are retreating over a better railway system, one still in good working order.

LUFTWAFFE'S FADING POWER.

NO LONGER THE AIR WEAPON IT WAS

(*Leonard Engel*).

(*Condensed from New York 'Liberty'*).

Over 65,000 Nazi planes have tailed into smoke since the War began. With a daily operating strength of less than 4,000 planes, the *Luftwaffe's* power is fading fast.

The 'Invincible' *Luftwaffe* received its first beating in the Battle of Britain in the fall of 1940. Berlin's hardheaded strategists, however, were shrewd enough to break off the futile attacks on London before their prized air-fleet could suffer irreparable damage. During the next winter and spring, Nazi losses were more than made good by the prodigious capacity of German arms factories. By the time Hitler was ready to invade the Soviet Union in June, 1941, the *Luftwaffe* was stronger than ever.

The attack on Russia is the event from which the real decline of German air-power is dated. In nearly every one of the months since then, losses in battle, accidents, and wear and tear have exceeded new production by a cheering margin. Air and ground crews have also been steadily depleted. On June 22, 1941, by condemning it to around-the-map operations, Hitler struck his air force, as well as his army, a blow which will prove the key to its eventual ruin.

RECORD OF SHRINKAGE.

Reconstructing the record of the *Luftwaffe's* shrinkage, and measuring its remaining strength, however, are difficult tasks. Few battle reports are fully accurate, no matter how honest and painstaking the men who make them, for air action is extremely confusing.

But there are facts which no censor can conceal and no Goebbels can distort.

When Hitler invaded the the U. S. S. R., the *Luftwaffe*—trainers, transports, and auxiliaries are not included in these figures—consisted of five air fleets, each of 1,300 planes, plus the Richthofen Group, a special unit of 800 machines—chiefly dive-bombers. These—nearly 7,500 aircraft altogether—provided the German High Command with a day-to-day operating force of 6,000 fighting ships, by far the heaviest 'air weapon' ever

forged. An additional 15,000 to 18,000 fighters and bombers were undergoing major overhaul, in storage, or otherwise in reserve behind the lines.

AVERAGE LOSSES.

Except for the Battle of Britain, in which for two months it lost planes almost twice as fast as they could be replaced, the *Luftwaffe* had been treated with unusual kindness by the first year and three quarters of war. Its average losses—including the toll of accidents and wear—had not been much more than 500 combat craft a month. Scores of *Luftwaffe* units had been idle for six months at a time. But on June 22, 1941, every squadron was pressed into service.

Four air fleets and the Richthofen Group were hurled at ths Soviets. The remaining fleet had to cover all the rest of Europe. The *Luftwaffe* soon showed signs of strain.

The 'death rate' of a fighting air service from all causes is generally about one-fifth of its entire force, first-line and reserve, each month. The *Luftwaffe*, owing to a phenomenally efficient repair and salvage service, has an unusually low 'death rate'—one-seventh a month.

Its losses since June 22, 1941, are nevertheless astronomical. During the first five months of the Nazi-Soviet struggle, Goering's flying Aryans lost more than 20,000 planes, enough to equip 15 air fleets.

Even the German aircraft industry and air-crew training system were unable to keep pace with these extravagant expenditures. In September of 1941, the four air fleets on the Soviet front were regrouped into three, to close the gaps in each, and Rommel was able to obtain only a dribble of air reinforcements to meet the expected British push in Africa.

When the turn came in the Battle of Moscow, and the Nazis realised that no German would sit in Stalin's Kremlin chair that year, German air activities in Russia were reduced to a minimum. The *Luftwaffe* needed a rest, and its planes and equipment were not suited to the Russian winter anyway. As a result, Nazi casualties in the east dropped to 1,000 or so planes a month.

The winter gave the *Luftwaffe* the opportunity to recoup at least some of the strength it had dissipated—in Russia, in the Mediterranean area, and on the western air front. A million and a half German soldiers were furloughed for three months of work in war factories, a third of them in the Heinkel, Messerschmitt, Dornier, Junkers, and the other great airplane plants. As a result, German plane builders built more fighting machines in January, and February a year ago than ever before or since.

EXPENSIVE WARFARE.

Enough combat ships were stored away, out of the record-breaking winter production, to give the High Command the use of 5,000 to 5,500 planes a day for the strokes it planned for 1942.

In the greatest of these, the drive to the Volga, the Nazis unveiled a new kind of warfare. German generals call it *Mot Pulk*—motorised pulverisation. The generals decided that the blitzkrieg's free-ranging panzer-stuka team was not heavy enough to hold what it gained. In 1941, literally dozens of German armoured divisions had plunged through the Soviet lines, only to be cut off from the rear and annihilated by counter-attacking Soviet troops and planes. The German High Command's remedy was to back

the tanks with endless regiments of motorised infantry and artillery, and to shield the land units with unheard-of-concentrations of air power—hundreds of planes to pound a single square mile.

In the end, *Mot Pulk's* principal accomplishment seems to have been the rapid exhaustion of its inventors. It was really the mass fighting of 1914-18 dolled up in the stream-lines of 1942. It was the most expensive kind of warfare that the perverted minds of war-mad men have ever conceived.

With fewer planes to lose, the *Luftwaffe* in the summer and fall of 1942 lost on a single front as many as on two in the previous year. Throughout the 1942 summer 3,000 German planes a month died, more than half of them in the furnace of Stalingrad.

FOUR DEVELOPMENTS.

When 1942-43 winter's general Soviet offensive ended German attempts to expand the Nazi hand-hold on the Russian jugular vein—the Volga—the day-to-day strength of the *Luftwaffe* was once more down to 4,000 bombers and fighters, or less (plus 11,000 to 14,000 reserves). Four thousand planes are not many less than 4,500, Germany's end-of-the campaign strength in 1941. But the *Luftwaffe's* position to-day is graver than the figures suggest, for in the 1942-43 winter it has had little chance to recuperate. Four developments have conspired to bring this about.

Of the possibilities for which the Nazis had to prepare as 1941 drew to a close, almost the most remote was an Allied invasion of Europe from the South. Heavy *Luftwaffe* garrisons were needed below Germany only in Sicily and Southern Italy, to command the Central Mediterranean. Now things are different. Instead of idling through the cold months, many a German air squadron has been on active duty in the Mediterranean.

Another development is the ever greater weight of attacks on Germany and occupied Europe by the R. A. F., and the growing United States Army Air Force units in England. Air attacks alone cannot make Germany quit. Yet the Reich obviously cannot ignore them, lest unharried Allied bombers accomplish even greater damage than they now do. Anti-raid defence is thus a constantly increasing drain on the Reich's resources in the air.

MAN-POWER SHORTAGE.

As a result of the Russian winter hay-makers, and the frantic German effort to ring the Continent in an unbreakable band of steel, the High Command has been able to furlough few soldiers for temporary factory work. So this year there has been hardly any winter increase in the flow of airplanes to the *Luftwaffe*.

As a matter of fact, Hitler's mighty arsenals are slowing down. The Reich is in the grip of a critical man-power shortage, caused by the astronomical German casualties in Russia. The shortage comes just when our active participation in the fighting is doubling and tripling the arms requirements of the Nazi army, navy and air force. Want of man-power has compelled the Nazis to lift their ban on foreign arms workers in Germany, and to reopen factories in the occupied countries.

The last year and a half, therefore, have not only shrunk the *Luftwaffe* materially but have thinned its ranks as well. Since it takes even the most fanatical member of the Hitler Youth longer to learn to fly a plane than a factory to build one, the Germans may now be shorter of personnel than of planes.

65,000 PLANES DESTROYED.

In the three and a half years since September, 1939, the *Luftwaffe* has lost from all causes on all fronts at least 65,000 combat planes. To the R. A. F., goes direct credit for 10,000 of these, shot down in battle and reported in British communiqués, and for 10,000 more—those whose end the British did not see, and those worn out or wrecked on the Anglo-German air fronts. In the balance book of war, the ceaseless activities of the R. A. F., Fighter Command are fully as important as the more spectacular bomber offensive over Germany.

One thing is clear. The *Luftwaffe* will never regain the power that made it the most deadly air weapon on earth. This year's Allied offensive will shrink it faster and further, while United Nations front-line air strength increases daily.

OPENING A DOORWAY TO FREE CHINA.

ALTERNATIVE PLANS BEFORE EAST-ASIA COMMAND.

(*Daily Telegraph*).

How do we stand in this war against Japan?

Four Allied Commands are actively involved—the Alaska Command under Major General Buchner, the Free China Command under Generalissimo Chiang Kai-Shek, the South-West Pacific Command under General MacArthur and the newly formed East-Asia Command which is being based on India and Ceylon.

Viewed strategically, the recent operations undertaken by the Alaska Command of Attu and Kiska are seen to have been primarily defensive. We may dismiss as an afterthought the Japanese Premier's statement that their sole object in going to the Aleutians 14 months ago had been to divert American troops to them from other more vital theatres. So long, however, as the Japanese held a footing in the Aleutians, the threat to Alaska necessarily immobilised considerable Allied naval forces held in readiness to meet it. The removal of the threat has now released these naval forces; so the real object of the campaign has been attained.

We should be wrong to expect any immediate further advance in this quarter. The Allies in the Aleutians are now face to face with the stongly held enemy screen of the Kuriles across 800 miles or more of peculiarly difficult waters, and they might find difficulty in developing strength to penetrate the screen since they cannnot use the intermediate continental bases in Soviet Kamchatka.

We come next to Free China. In May of the last year, after General Doolittle's air raid on Tokyo, the Japanese completed their occupation of China ports. Since then, Free China has been wholly isolated from the outside world, save only for such exiguous supplies as can reach her either by air or else by the old silk-road from Asiatic Russia through the little Gobi Desert.

About the same time, the Japanese launched their 100 days offensive directed inland from their coastal bases, one object of which was to eliminate all "bomb Japan" airfields within effective range of the homeland. Subsequently after destroying the airfields, the Japanese withdrew. But they still hold without much difficulty practically all that they want of China. With ports in the lower reaches of waterways and large sections of communications in thir hands, they have little need to embark on extensive schemes of further conquest.

We may conclude that until the Allies can send her material and military aid on the ample scale required to activate her, Free China with all her magnificent fortitude will remain little more than a line of defence against the Japanese.

How then is the siege of Free China to be raised and the war brought home at the same time to Japan? Clearly the task rests jointly with the South-West Pacific and the East-Asia Commands.

It seems that the strategy of the East-Asia Command should be complementary to that of General MacArthur. In other words, it should be directed against the Japanese controlled continental railway system and to the relief of Free China.

On this basis then let us consider the three most obvious possibilities. First, land invasion of Burma across the Assam frontier. This course seems to be precluded by the peculiar difficulties of the terrain, entire lack of permanent communications, and recurring monsoon rains which would inevitably destroy all temporary road construction. The Japanese based on Rangoon with communications which they have been busy improving, would fight there at a distinct advantage.

The second possibility is sea-borne invasion of Burma through Rangoon. Such an operation might retake Burma but it would scarcely re-open the Burma Road. That road was never designed for the passage of an army, and to try to use it for this purpose would defeat our object by effectually barring the passage to any supplies whatever destined for Free China.

The third course is sea-borne invasion of Burma through Moulmein and Tavoy well to the south of Rangoon, designed to strike east into Siam, and so to cut at one blow both the railway link which the Japanese are reported to be building between Bangkok and the Burma system, and their rail communications with Malaya. Moreover, once firmly established in key centres of Siam and Indo-China, the East-Asia Command could attack the rear of the Japanese Hainan-Formosa front, which would then be opposed to General MacArthur in the Philippines.

It is by concentric attack on this front that a doorway to Free China may be opened. This third possibility then seems much the most promising.

Whatever plan we may adopt, it seems that our strategy in East Asia must be amphibious, and that the pre-requisites to success are: one, (first and foremost) an army trained and equipped for jungle warfare to such a pitch that it regards the jungle night as a friend rather than an enemy; two, air and naval command of the Bay of Bengal which presupposes the re-occupation of the Andamans, and three, shipping and invasion craft on a scale sufficient for a great amphibious operation. These are no small requirements. No doubt, however, they can be met, and then the defeat of Japan will be in sight. There is no quick and easy road to victory.

NAVAL LINE-UP AGAINST JAPAN.

(A. J. McWhinnie).

I estimate that when it is possible for the bulk of the British naval might to be switched to the Far East, the Allied naval strength in those waters will be at least three times greater than the Japanese.

The fall of Italy alone will enable big units of the British Mediterranean fleet to be witched east of the Suez, for a growing line-up against Japans.

Apart from the decisive battle of Matapan, in which British warships scored such spectacular triumphs, there have been no big-ship battles in the Mediterranean. Apart from the *Bismarck* and the *Graf Spee* actions, in each of which Germany suffered overwhelming defeats, German Admirals have not so far felt equal to a big-ship fight with the Royal Navy. So, in the main, the European war has remained a little-ship war—destroyers, frigates, corvettes, trawlers and later pocket planeships fighting the menace of the U-boat.

It cannot be like that in the Pacific, where orthodox naval strength with the adjunct of seaborne aircraft must force the ultimate decision. The Japanese with their outer bastion of island garrisons must at all costs keep those garrisons supplied.

JAPANESE SHIPS DARE NOT SKULK.

Without destroyers and cruisers, their supply ships would stand small chance against increasing Allied navies. At great distances from landbases, planes from Japanese aircraft-carriers must act as advanced eyes and teeth of major convoys. Behind aircraft-carriers, there must be all the strength of battleships and heavy cruisers. Consequently, the chances of full-scale naval battles in the so-called Pacific theatre of war are much greater than have been offered to the eager British Navy by the hesitant German and Italian Admirals.

In other words, the Japanese cannot—and dare not—pursue the impotent naval policy of both her European partners. She must take risks with ships to keep her supply lines intact. An island garrison starved of supplies is easily beaten into submission by the sea and air power of the United Nations. Loss of every vitally strategic island marks a new stepping stone nearer Japan itself.

The Japanese are amazed that neither Germany nor Italy have showed any inclination for a sea battle. Japan had hoped that in any such battles during 1942 and 1943, even if they resulted in Axis defeats, there might be major British naval losses. And every British warship lost would be one fewer ship to be turned eventually against Japan.

EXPANSION OF FLEET AIR ARM.

That Britain means business in the Pacific cannot be doubted. There have been many indications during the last few months that long-term preparations were being made to meet the Japanese menace in the eastern waters. No official intimation was given by the British Admiralty, but it has been an open secret round naval bases for some time that specially selected naval officers had been withdrawn from their ships because of their linguistic abilities, and that they are concentrating now on their study of the Japanese language.

The British Fleet Air Arm has been expanded—and is still being expanded. More ships have been planned, and thousands of " new entries " trained. Those new Fleet Air Arm ships and men are destined, once the war with Germany is over and won, to take their place in the eastern waters as part of a big line-up against the Japanese. The recent London decision, that the Navy shall have priority of service man-power, was no doubt made with an eye on the demands which will be put on Britain's naval strength by developments in the Far East.

There is no underrating of Japan in London. There are many islands to be overcome before the Allies are within easy striking distance of Tokyo. But the victory of the Fleet Air Arm at Taranto, the naval triumphs at Matapan, in the sinking of the *Bismarck* and in helping to control the U-boat menace, give confident expectation that the men of the Royal Navy, when they get to grips with the sea and air power of the Japanese, will

emulate the magnificent achievements of the United States Navy and its naval and marine air corps, in the battles of the Midway and the Coral Sea. There, in those eastern waters, there are chances of battles which would have delighted the heart of Nelson. And to those eastern waters goes Britain's Nelson-touch, the Commando Chief—Lord Louis Mountbatten—to be the Supreme Allied Commander of South-East Asia.

He starts his new and formidable task, knowing that the Royal Navy has priority back home in England, and that the Navy now numbers nearly a million men, against 145,000 officers and men with which Britain entered the war.

OVERWHELMING SUPERIORITY IN ALL CLASSES.

Some British warships, recent reports have indicated, have already steamed east of Suez.

Lessened obligations in the Mediterranean will release more men aud more ships. Eventually, the line-up will give the Allies an overwhelming Pacific superiority in all classes of warships, from battleshps down to destroyers and frigates. Above all, there will be an overwhelming superiority in aircraft-carriers.

It is in that direction that the world can look for some of the greatest, fiercest and most decisive sea battles in history.

BULLDOZERS BLAZE TRAIL THROUGH JUNGLES.

The Bulldozer is probably playing a more important part in the war in the south Pacific than any other individual piece of equipment, with the exception of the aeroplane. Aircraft could not operate successfully without its help in islands and northern areas. It levels out and smooths over difficulties.

It does the spadework in preparing bases for bombers and fighters to operate from. It makes roads for fuel, ammunition and supplies, and constructs revetments sheltering aircraft against blast and bomb fragmentation.

Before the war there were few landing fields in Australia with proper runways. Now they are equipped with proper facilities to handle the fastest fighters and the biggest bombers.

The Bulldozer hacks out a landing strip from the bush or jungle in a few days. Rocky areas are dealt with firmly, huge boulders strewing the ground.

Bulldozers are altering the face of New Guinea. They are building roads through a country of vertical mountains and hills, covered with impenetrable vegetation and valleys of steaming swamps and fast rivers. Nothing is too formidable for the Bulldozers to handle. They tackle jungle and mountain in the same brisk, relentless way. They are followed by power graders, compressing and smoothing over the surface.

Wherever the troops in South-Western Pacific war theatres are, the Dozers are there. They are on the Jap side too. The speed with which the enemy established a closely-spaced string of air bases along the north coast of New Guinea, proved that he used mechanised constructional equipment as well as unlimited native labour.

The Bulldozers are a powerful ally of ours, and but for them our bombers would have been unable to fly over and destroy the convoy in the Bismarck Sea Battle.

The Bulldozer is paving the way to victory.

PRAYER DAY CELEBRATION.

SPEECH BY

Mr. V. A. K. RANGAN—*Royal Insurance Company.*

To win the war, the whole nation must be at work with mutal co-operation and good will. Able-bodied men must join the fighting forces. Factories must work at top speed and produce all the fighting machines, guns, tanks, bombs, etc., required for the Army, the Navy and the Air Force. The fighting forces have to be kept in perfect health. The wounded have to be treated and nursed. This taxes the medical and nursing professions.

2. The Army marches on its stomach. This means that we must have food in abundance. Our agriculturists have to produce plenty of food, not only for civilians but for the ever-growing fighting units that are being brought to guard our shores. On account of the loss of Burma, we have to depend upon our indigenous efforts for our food supply. So the agriculturist also has his share in winning the war. What is produced must be given to all by equitable "rationing methods". This will require public co-operation. The "hoarder" is as much an enemy to human society as the "fifth columnist" is. These two evils can be put an end to by public co-operation. The National War Front is educating the public in the right direction to bring to book the "hoarder" and the "fifth columnist".

3. The war provides great opportunities for young men to serve the country. At the close of the war, there will be a very large standing army of India to defend the country. There will be a great Air Force manned by Indians, and an Indian Navy to defend the coast of this country. Besides, there will be a host of artisans, who have learnt war industry. They will be ready to work in factories, and if properly absorbed will make agricultural India an industrial country also.

4. The National War Front, which has been doing its bit for the furthering of war effort without reference to caste, creed or colour, can also be used during peace times as an organisation for rebuilding India. The India of tomorrow needs rural reconstruction, removal of illiteracy among the masses, sanitation in villages, etc. The people have been advised to live a decent and healthy life, save as much as possible, and invest in Defence Bonds or Defence Savings Certificates. The purchasing power of the rupee is ¼ of what it was before the outbreak of the war. So people who have extra savings now are advised to save, and use them later on when the rupee gets its full purchasing power. The recently started Defence Loans give a good security and a good rate of interest, and will mature after the war is over. Then the rupee will regain its normal purchasing power, and that will be the time to use profitably the savings made during the war.

5. By this compulsory investment of surplus money, we shall prevent the rise in the cost of food stuffs. The poor can buy their provisions at normal prices. This will keep the "home front" in peace and contentment. Every bit of work we thus do will bring the day of victory nearer to us.

'V' DIARY, 1944.

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THE SECRETARY,
National War Front Bureau,
PUDUKKOTTAI. (South India).

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU.

PROGRAMME.

LECTURE CLXIV (*Batch 4*).

18- 9-43	Municipal Office	... 6.00 p.m.
19- 9-43	Alangudi	... 7.00 ,,
,,	Rasiamangalam.	7.30 ,,
20- 9-43	Tirumayyam	... 7.00 ,,
,,	Melur	... 7.30 ,,
21- 9-43	Pallivasal	... 7.00 ,,
,,	Pillamangalam.	... 7.30 ,,
22- 9-43	C. S. M. High School	... 10.00 a.m.
,,	Rani's High School	... 10.45 ,,
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